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“It is important to integrate global concerns into local actions by developing an evaluation framework that is based on examining the unanticipated effects and the co-benefits of mitigating greenhouse gases.”

Sudhakar Yedla thinks that there is great value in conducting evaluation throughout the life cycle of projects. He also suggests that we “need to involve skeptics as well as those who can cross-check the work of the climate change evaluation network.”

Yedla is currently working on a research project involving sustainable mobility in

Indian cities to decrease overall levels of greenhouse gas (GHG) emissions in various transport initiatives. His work entails developing a framework to integrate climate change concerns into a national development plan for urban transport in India.

Yedla believes that the co-benefits approach, reducing both GHG emissions and other health-damaging pollution, is the best way to integrate climate change concerns into development planning. According to Yedla, “The co-benefits approach provides the necessary methodology to achieve integration, which should include GHG mitigation, structural and economic concerns, and a comprehensive assessment of initiatives.”

On the whole, where climate change is concerned, Yedla sees adaptation and development planning as necessary for the success of both. He notes that “developing countries should concentrate on development objectives such as the millennium development goals, and identifying links between national objectives and climate change concerns holds the key to successful adaptation initiatives.”

However, he points out, there is still a need for developing countries to improve their infrastructure before this can be done. According to Yedla, infrastructure provides the foundation for present and future energy production and consumption patterns and determines environmental emissions, including GHG. Thus, infrastructure can work to the detriment of developing countries when these patterns are not “green.” Instead, transportation infrastructure must “develop in a way that controls travel activities, promotes efficient technologies, and develops cleaner and climate-friendly fuels and engine technologies.” If this is not done and climate change concerns are not integrated

into the planning process by means of a cost–benefit approach, Yedla fears that, “Asian cities could become centres of unsustainability.”

To overcome this challenge, Yedla suggests the development of a climate change evaluation framework that uses the integrated co-benefits approach he has employed in his project work and the institution of this framework at the city and national planning levels. National-level policy should also promote advocacy and awareness at the local level, stimulating behaviour change, broad community involvement in project activities, and greener lifestyles.

For example, Yedla states, “Improving and enhancing awareness among local and national stakeholders and increasing their involvement in the planning process is vital to success.” Success can be measured through those outcomes that create fewer and less-severe environmental impacts for people, such as reduced GHG emissions, increased levels of economic growth, and behaviour changes, such as increased use of non-motorized transport such as bicycles.

However, there are challenges in moving forward. The current absence of a framework to identify synergies and integrate them and the lack of a proper method to identify co-benefits and ancillary benefits stand in the way of creating replicable and sustainable project initiatives.

Furthermore, Yedla is advocating evaluation throughout project life-cycles and the implementation of practices to make this happen. This includes using an assessment approach that anticipates unforeseen impacts and examines the detrimental human and environmental pollutants within climate change initiatives that could be replicated in other developing countries.



Pedestrian space being used for garaging and cleaning of vehicles ...

Yedla comments on how vital it was that the conference brought together different groups of people working on evaluating climate change, such as researchers, implementers, and practitioners. It fostered the growth of regional networks to discuss climate change evaluation and emphasized the need for knowledge sharing specific to evaluation frameworks. He mentions the value of the GEF knowledge portal and its existing network of cities.

He also highlights the necessity for more regional representation of key players, such as China, in climate change evaluation networks. By bolstering the network of evaluators and practitioners, Yedla says, many of the required improvements to climate change evaluation, including baselines of local adaptive capacity, capacity building, inclusive

and integrated evaluation, and accounting for local evaluations, can be made. Yedla sees building these networks as one of the most important potential outcomes of the conference.

Sudhakar Yedla's presentation can be found at  
[www.esdevaluation.org/images/Mitigation - Yedla.ppt](http://www.esdevaluation.org/images/Mitigation_-_Yedla.ppt)